

CLASSIFIED MESSAGE

DATE 1030Z 19 JUL 65

SECRET

0069-5 ROUTING

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|---|-------|----|
| 1 | MO | 9 |
| 2 | " | 10 |
| 3 | DEA | 11 |
| 4 | Iden | 12 |
| 5 | CC | 13 |
| 6 | Stech | 14 |
| 7 | RB | 15 |
| 8 | CP | 16 |

TO : DIRECTOR

FROM : [REDACTED] 25X1A

ACTION:

INFO :

IMMEDIATE

TOR: 1122Z 19 JUL 65

25X1A

IN 98226

OSA 1-20

TO IMMEDIATE

0322

LOGS [REDACTED] 25X1A

SUBJECT: ADVERSE STALL CHARACTERISTIC, ART 385.

25X1A

1. ON 19 JULY THE [REDACTED] REPORTED THAT THE LEFT WING DROPS DURING LANDING. THE [REDACTED] HAD NOT REPORTED THIS 25X1A CONDITION OR HAD THEY PREVIOUSLY BROUGHT IT TO OUR ATTENTION. EACH FELT THAT IT WAS CAUSED BY PILOT TECHNIQUE RATHER THAN AN AIRCRAFT STALL CONDITION.

2. THE CONDITION HAS EXISTED SINCE REMOVAL OF THE SYST XIII PODS ON 23 JUNE. SINCE REMOVAL ELEVEN FLTS HAVE BEEN MADE OF WHICH TWO WERE FLOWN BY [REDACTED]. 25X1A

3. THE AIRCRAFT WAS TEST FLOWN BY [REDACTED] ON 19 JULY. HE REPORTED THAT DURING A STALL SERIES USING FROM ZERO TO FIFTY DEGREES OF WG FLAP THE AIRCRAFT ROLLS TO THE LEFT. YOKE WAS NEUT AND FUEL BALANCED, 350 GAL. A SERIES OF FIVE TOUCH AND GO LANDINGS WERE MADE. FUEL WAS INITIALLY 320 GAL DIMINISHING TO 184 GAL. LANDING FLARE WAS FROM LESS THAN ONE FOOT ON THE FIRST TWO APPROACHES. AIRCRAFT ROTATION WAS GRADUAL WITH A 25X1A

SECRET

GROUP 1
EXCLUDED FROM AUTOMATIC
DOWNGRADING
AND DECLASSIFICATION

0322 (IN 98226)

S E C R E T

PAGE TWO

"MUSHING" EFFECT AS CONTRASTED TO A STALL BUFFET. AIRCRAFT WAS CONTROLLED THROUGHOUT THE LANDING WITHOUT DIFFICULTY. THE HEIGHT OF THE THREE SUBSEQUENT APPROACHES WAS VARIED FROM TWO TO THREE FEET. THE AIRCRAFT WAS LANDED IN A FULL STALL, WITH NOTICEABLE BUFFETING AS CONTRASTED TO "MUSHING". EACH TIME THE LEFT WING STALLED FIRST NECESSITATING IMMEDIATE RIGHT RUDDER AND AIRLERON. RUNWAY WINDS WERE CALM. A WING DROP WAS NOT DETECTED ON THOSE LANDINGS WHICH WERE FROM LESS THAN ONE FOOT THUS POSSIBLY EXPLAINING WHY THE DEFICIENCY WAS NOT ENCOUNTERED ON ALL LANDINGS.

25X1A

4. THE AIRCRAFT IS CONSIDERED UNSAFE FOR USE BY THE [REDACTED].
5. A. THE CONDITION DID NOT EXIST PRIOR TO REMOVAL OF SYST XIII WG PODS.
 - B. THE AIRCRAFT HAS NOT BEEN DAMAGED.
 - C. THE AIRCRAFT DOES NOT HAVE OUTBOARD STALL STRIPS.
6. BELIEVE THAT POD REMOVAL HAS CHANGED THE STALL CHARACTERISTICS.
7. REQUEST APPROVAL TO INSTALL OUTBOARD STALL STRIPS, FLY AND ADJUST AS ND3-46. ADVISE.

END OF MESSAGE

S E C R E T